(ii) States/UTs allocations for Health

(Rs. in crore)

Year	State Allocations
1994-95	1241.48
1995-96	1506.89
1996-97	2079.30
1997-98	2290.12
1998-99	3079.74
1999-2000	3518.00
2000-01	3306.63
2001-02	4068.09
2002-03	3704.94
2003-04	4572.59

SOURCE: Health Information of India 2003 and Planning Commission.

Food safety

*249. SHRIMATI JAYA BACHCHAN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether it is a fact that there are a large number of laws seeking to ensure food safety;

(b) whether it is also a fact that none of these laws is effectively enforced; if so, the reasons therefor; and

(c) whether Government are considering any proposal to consolidate or minimize these laws for better enforcement; if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) Keeping in view the multiplicity of food laws and enforcement agencies, the Government have constituted a Group of Ministers to propose legislative

and other changes considered necessary for finalizing the proposed Integrated Food Law (IFL) and related regulation.

The draft IFL being considered by the GoM, proposes to do away with the multiplicity of food laws and enforcement agencies. This would also enable pooling of infrastructure, manpower and testing facilities created under different agencies, for better standard fixation and enforcement.

Dismantling old ships

*250. SHRI KRIPAL PARMAR:
SHRI B.J. PANDA:

Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that old and obsolete ships are being dismantled under wholly inadquate conditions on the beaches of India and adjoining countries;

(b) if so, whether Government are aware of the hazardous materials these ships are depositing on our seas;

(c) whether Government have lodged any protest with Britain or other countries, found indulging in this illegal practice; and

(d) if so, the results thereof?

THE MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) Old and obsolete ships are being dismantled on Indian beaches and also in the adjoining countries of Pakistan, Bangladesh and China. Ship breaking in India is being carried out at the beaches of Alang-Sosiya (which contributes approx. 90% of ship breaking in India), Mumbai, Sachana, Kolkata and Kakinada. The process of ship breaking in India is regulated as per the Supreme Court guidelines issued in 2003 and these are being observed at all the breaking sites. There are three international organizations which are in the process of formulating environmental and safety regulations for the industry and India is actively participating in these proceedings. The status of applicability of these regulations to the adjoining countries of Pakistan and Bangladesh will only become clear after these are notified.

(b) The Menon Committee appointed under the directions of the Supreme Court has observed that inbuilt hazardous material contained in the ships for breaking is less than 1% of the total weight of the ship. These hazardous